BookletChart™

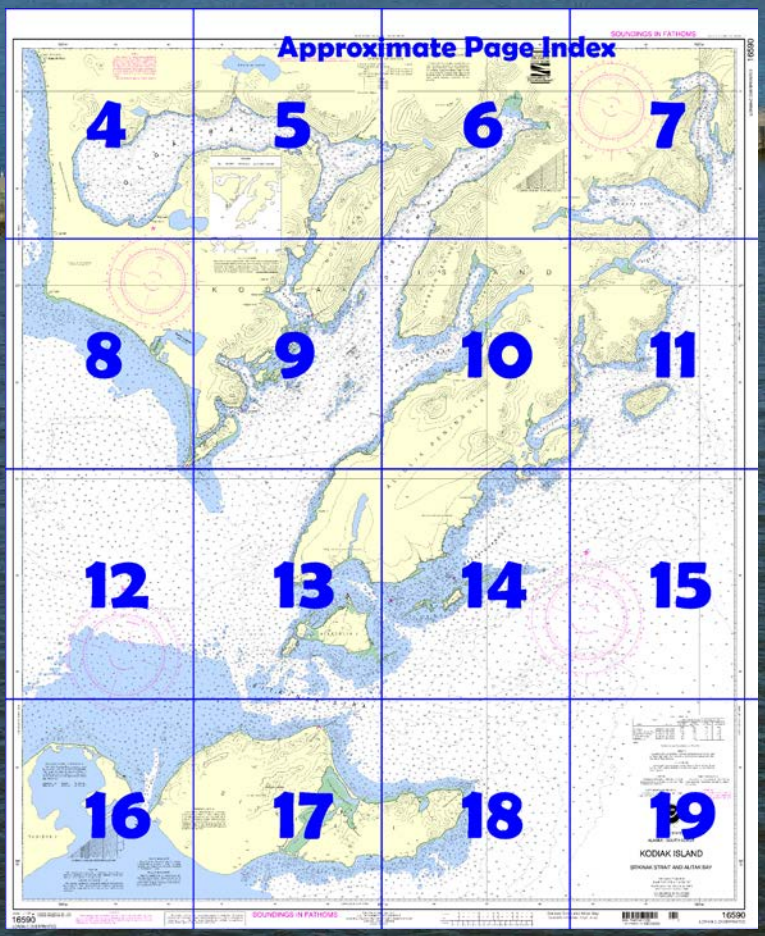
Kodiak Island – Sitkinak Strait and Alitak Bay

NOAA Chart 16590

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

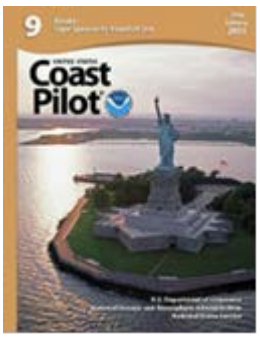
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16590.



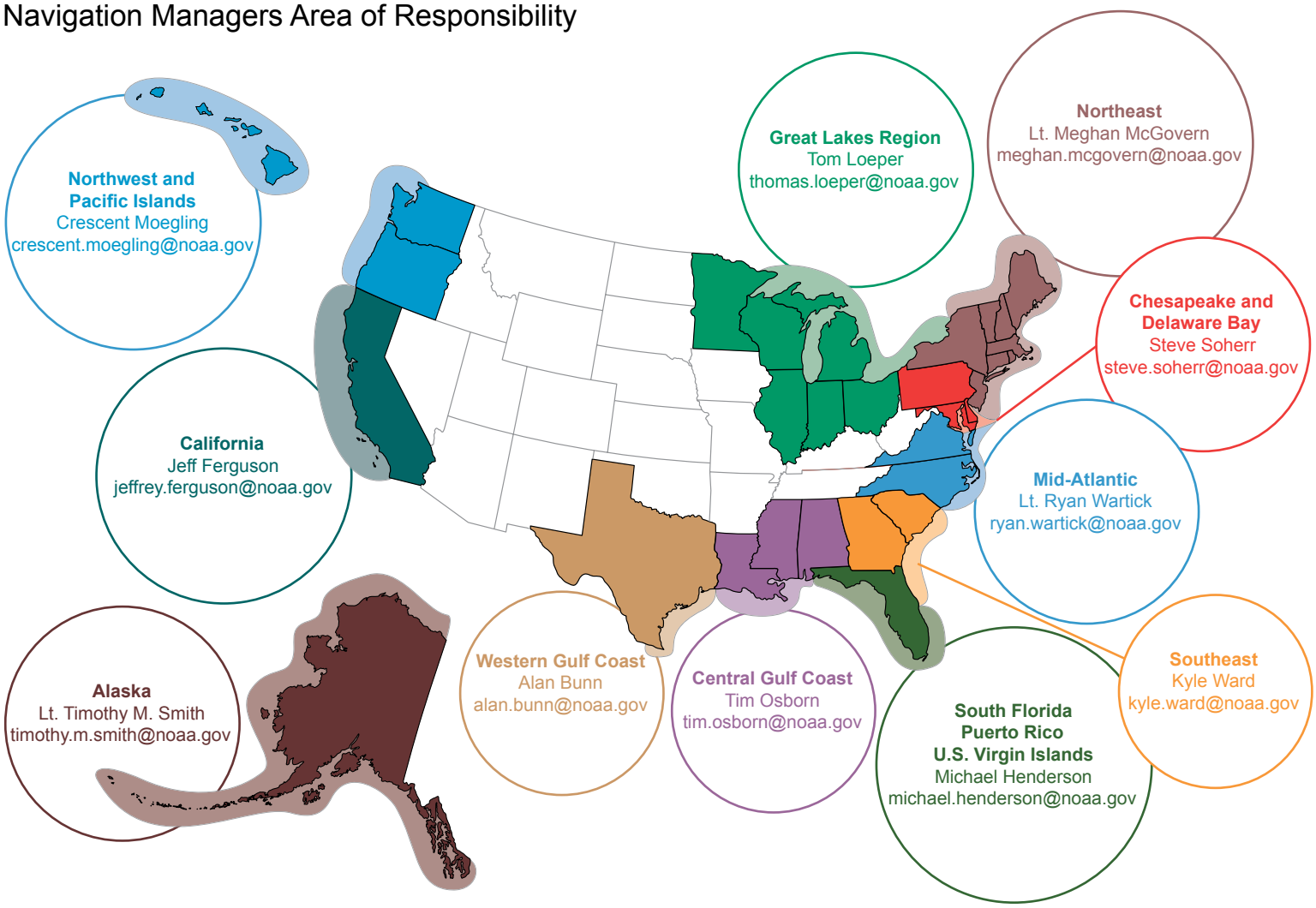
(Selected Excerpts from Coast Pilot)
The coast of **Aliulik Peninsula** from Cape Kaguyak to Cape Trinity, the SW extremity of Kodiak Island, is bordered by foul ground. Extensive foul areas also surround Geese Islands and Aiaktalik Island which are along this coast. Geese Channel is not navigable except for small vessels, and ships proceeding along this coast pass through Sitkinak Strait. Old Kaguyak Bay and Russian Harbor provide anchorage for small vessels.
The southernmost peak, 2,215 feet high, on Kodiak Island, is about 5 miles W of Cape Kaguyak. This detached mountain is regular in outline and forms a distinctive mark. From the mountain toward Cape Trinity is a long gradual slope.

Aiaktalik Island, about 2.5 miles W of the westernmost of the Geese Islands, shows as two knolls; the E one, 308 feet high, is the sharper and higher. The area S of the island is foul for 1.5 miles offshore.
In **Aiaktalik Cove**, the seas and wind sweep around the point in moderate weather, making the cove an uncomfortable anchorage. The best anchorage for small vessels, affording excellent protection from the prevailing NE weather, is on the Kodiak Island side of Russian Harbor. This anchorage is 0.8 mile N of the point 3.4 miles E of Cape Trinity, opposite a stretch of sand beach in a break of the shore reef. The anchorage is in 4 fathoms, soft sand bottom.
Sitkinak Strait is the broad strait lying between Trinity Islands and Kodiak Island. It is navigable for large vessels.
The E approach is marked by Geese Islands on the N and **Cape Sitkinak**, the E end of Sitkinak Island, on the S. As viewed from seaward, this end of Sitkinak Island shows as precipitous dark rock and shale bluffs dominated by two peaks or heads; the N one is 605 feet high and the S one is 821 feet.
Two groups of two bare rocks are 0.5 mile and 1 mile off Cape Sitkinak. The outer group, light gray in appearance, is 17 feet high, and the inner group is 13 feet high. Rocks awash are outside of the outer group of bare rocks.
An extensive fan-shaped reef, the limits of which are marked by thick growing kelp, extends almost 2 miles E and S of the SE point of Aiaktalik Island. It is made up of two rocky ledges and many individual rocks, most of which uncover. It is believed that the rock on which the PAVLOF struck is located near the edge of this reef.
A bank of considerable extent, with a least depth of 4¼ fathoms, is near the middle of Sitkinak Strait about 2 miles N of Whirlpool Point.
Currents.–The currents in Sitkinak Strait set WNW on the flood and ESE on the ebb. There are heavy tide rips in the strait particularly SW and W of Aiaktalik Island. So far as observed, they are heaviest with a W wind and a flood current. The tide rips are often dangerous for small vessels. At times when the current opposes seas from E in the vicinity of Whirlpool Point, the seas become very steep. Current predictions for Sitkinak Strait may be obtained from the Tidal Current Tables.
Alitak Bay, at the S end of Kodiak Island has its entrance between Cape Alitak and Cape Trinity, and extends 26 miles in a N direction to the head of Deadman Bay. Lazy Bay is a good anchorage.
The country is treeless and except for outcropping ledges of bare rock on the knolls and peaks, the land is covered by thick moss and grass. A herd of reindeer is maintained in the vicinity of Lazy Bay by the natives. The prominent feature in the approach is Twin Peaks on the peninsula between Lazy Bay and Kempff Bay. It can be seen from off Cape Ikolik on a clear day. The peninsula between Kempff Bay and Olga Bay is mountainous and rises to 2,000 feet.
Pilotage, Alitak.–Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Kodiak Island area is served by the Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)
Vessels en route to Alitak Bay can contact the pilot boat by calling "ALITAK BAY PILOT BOAT" on VHF-FM channel 16 or on a prearranged frequency between pilot and agent/vessel.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

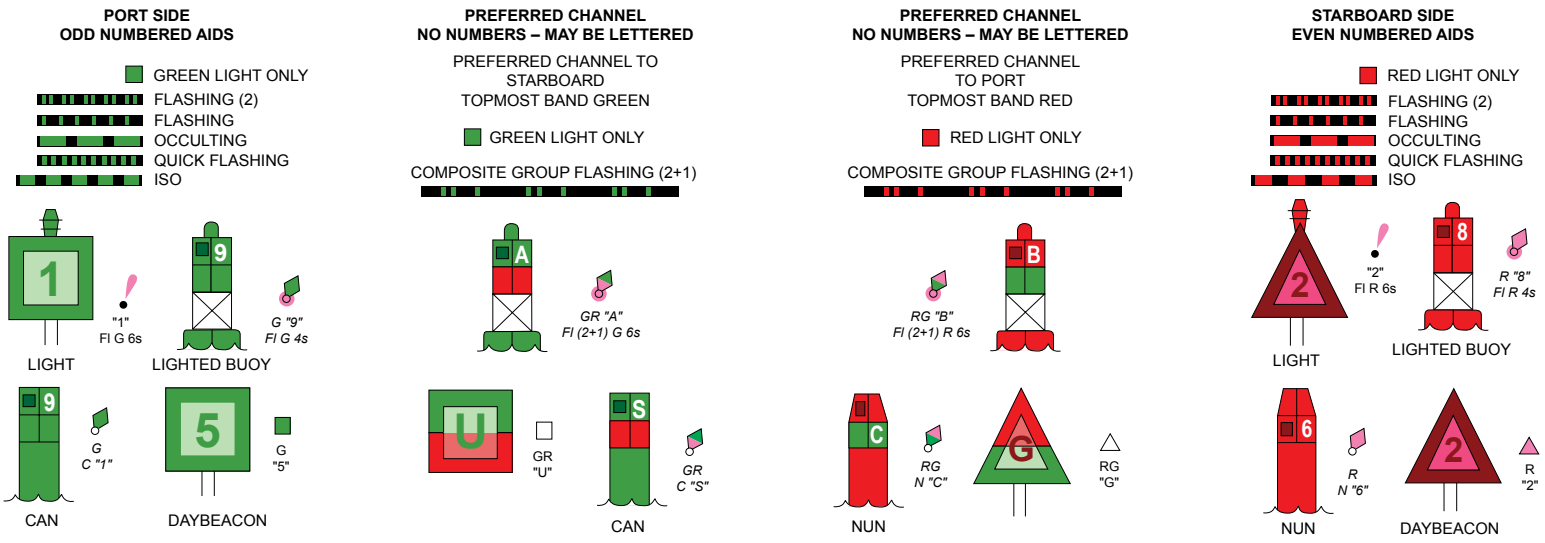


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

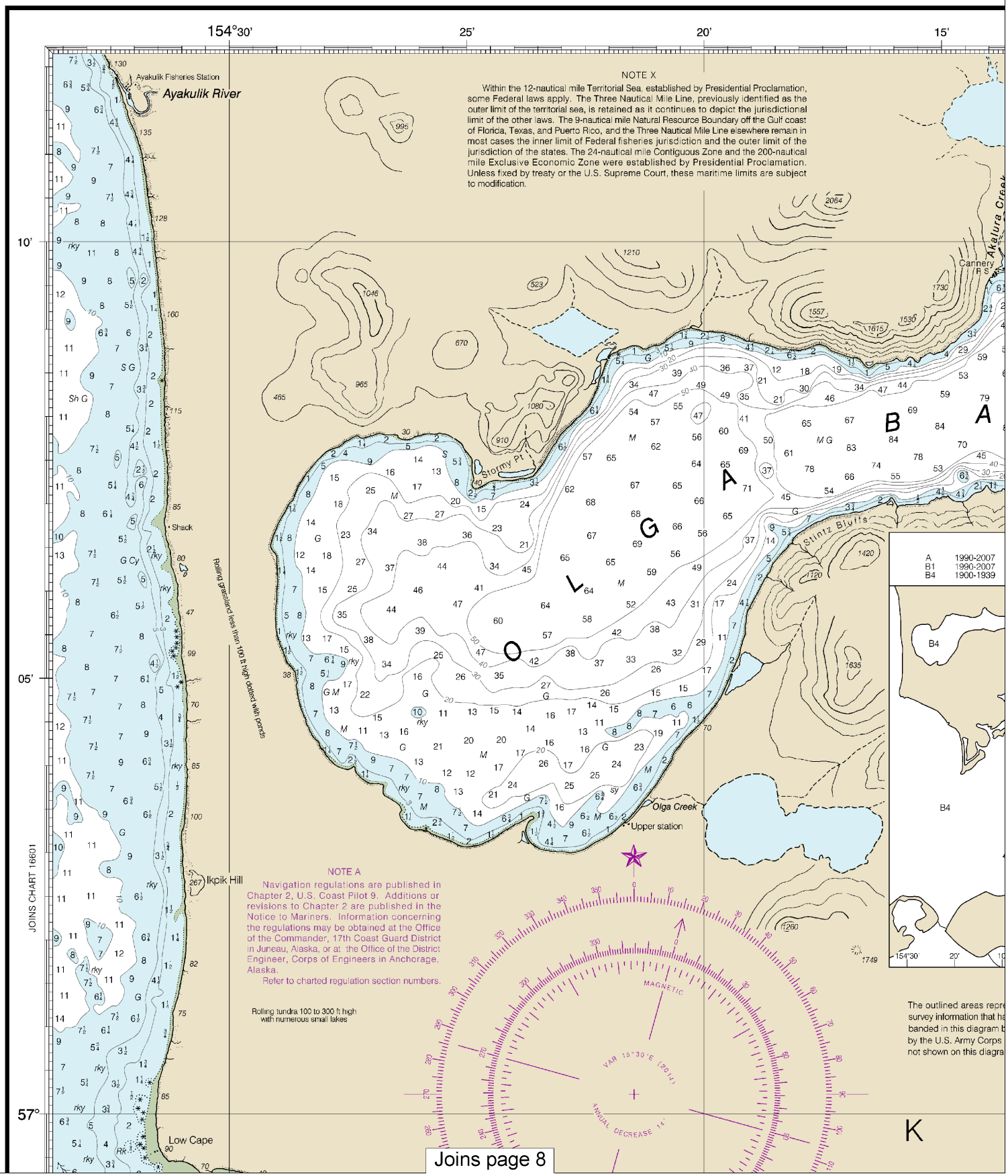
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

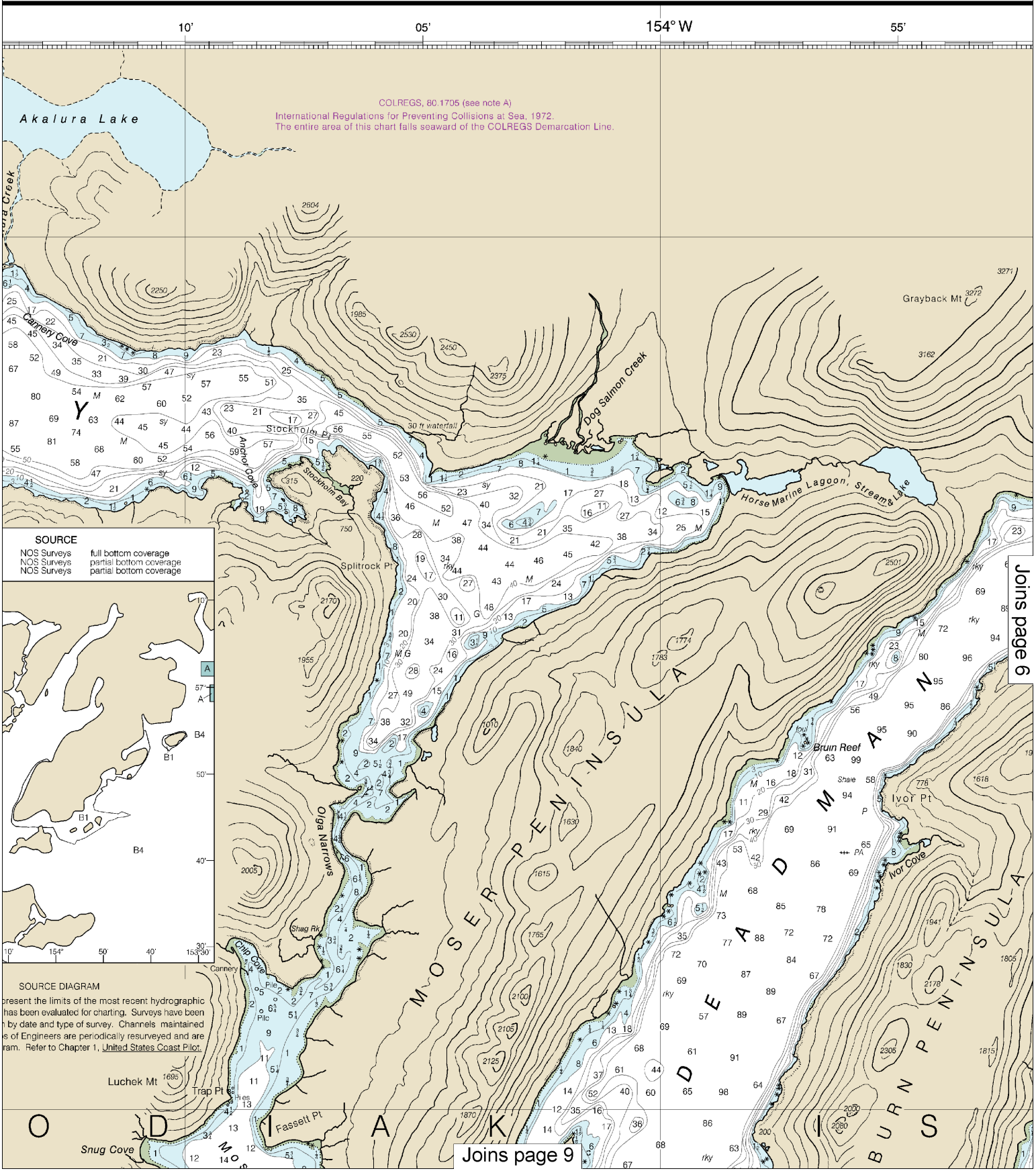
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.



4

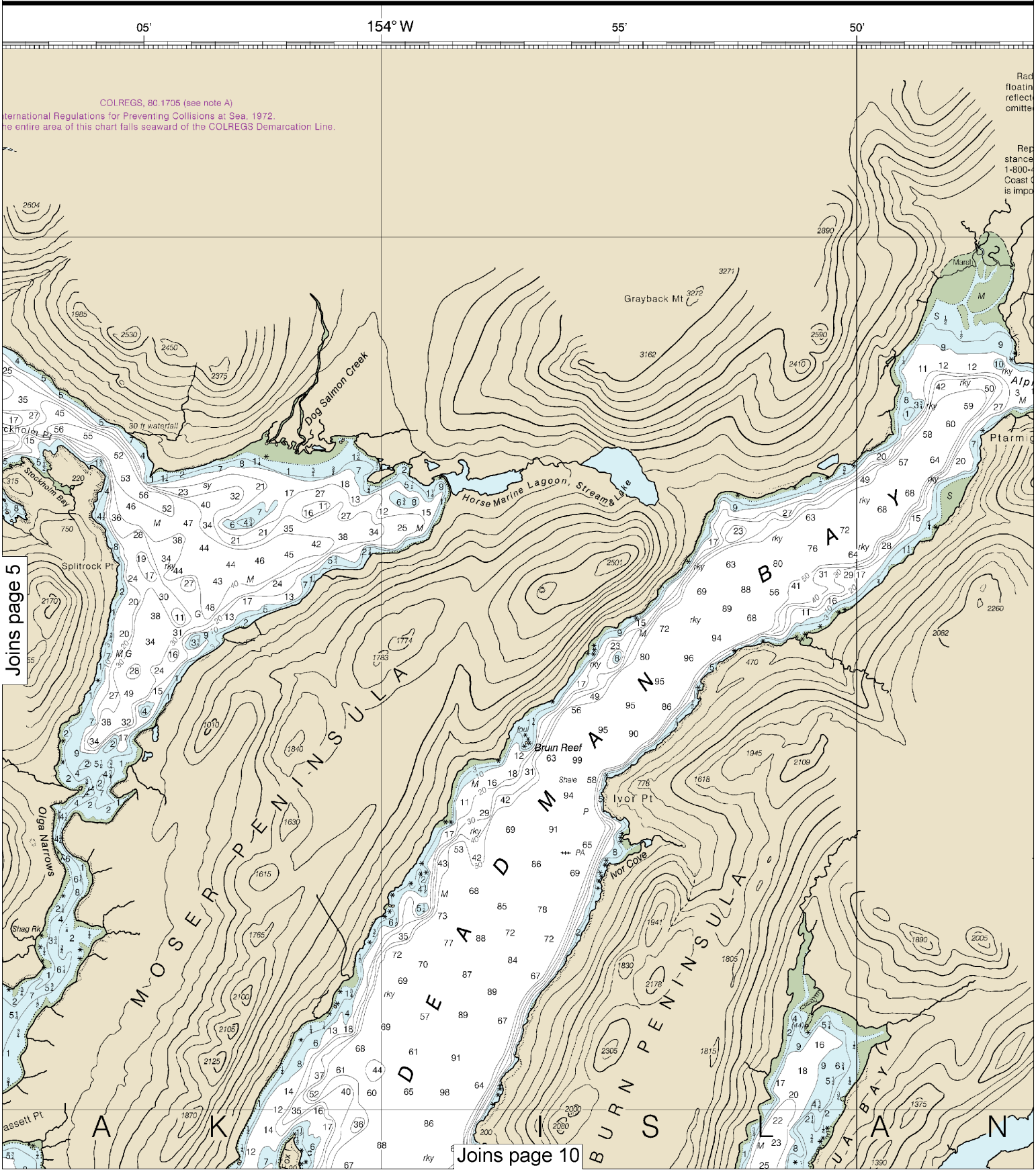
Note: Chart grid lines are aligned with true north.

Formerly C&GS 8537, 1st Ed., Aug. 1932 C-1931-365 KAPP 2548



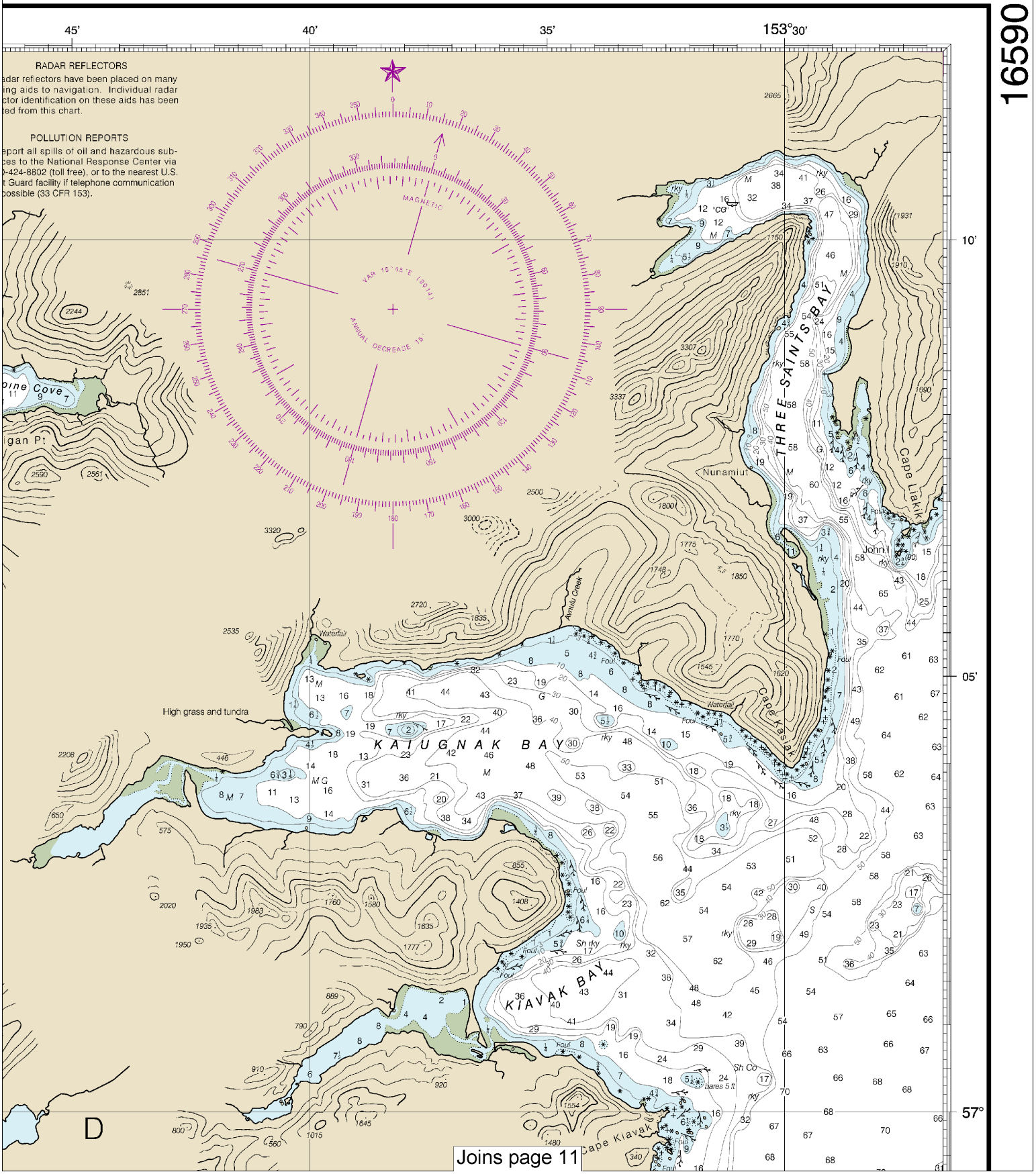
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:108705. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8537, 1st Ed., Aug. 1932 C-1931-365 KAPP 2548

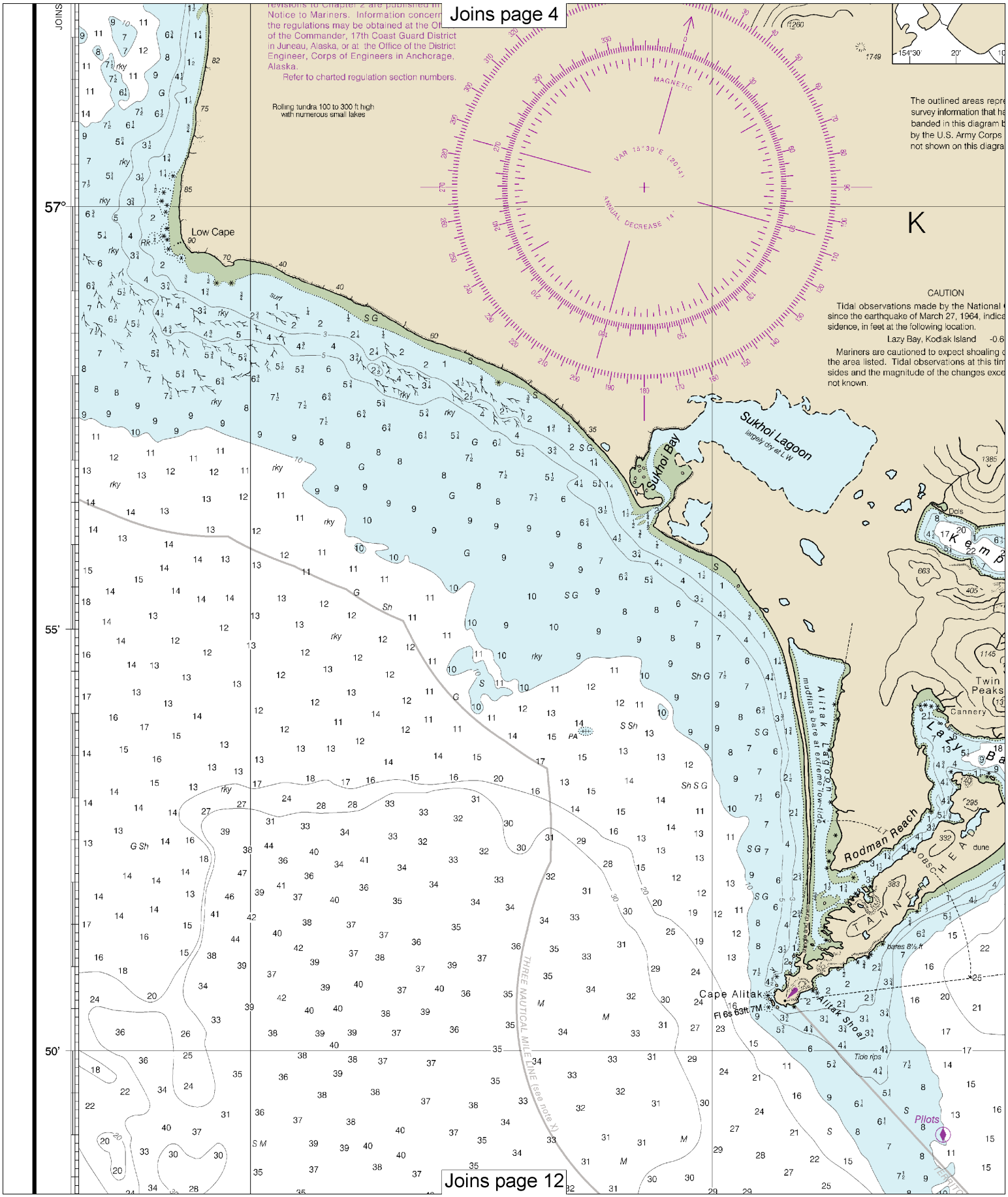


Note: Chart grid lines are aligned with true north.

16590



12th Ed., Sep. 2014. Last Correction: 12/7/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)



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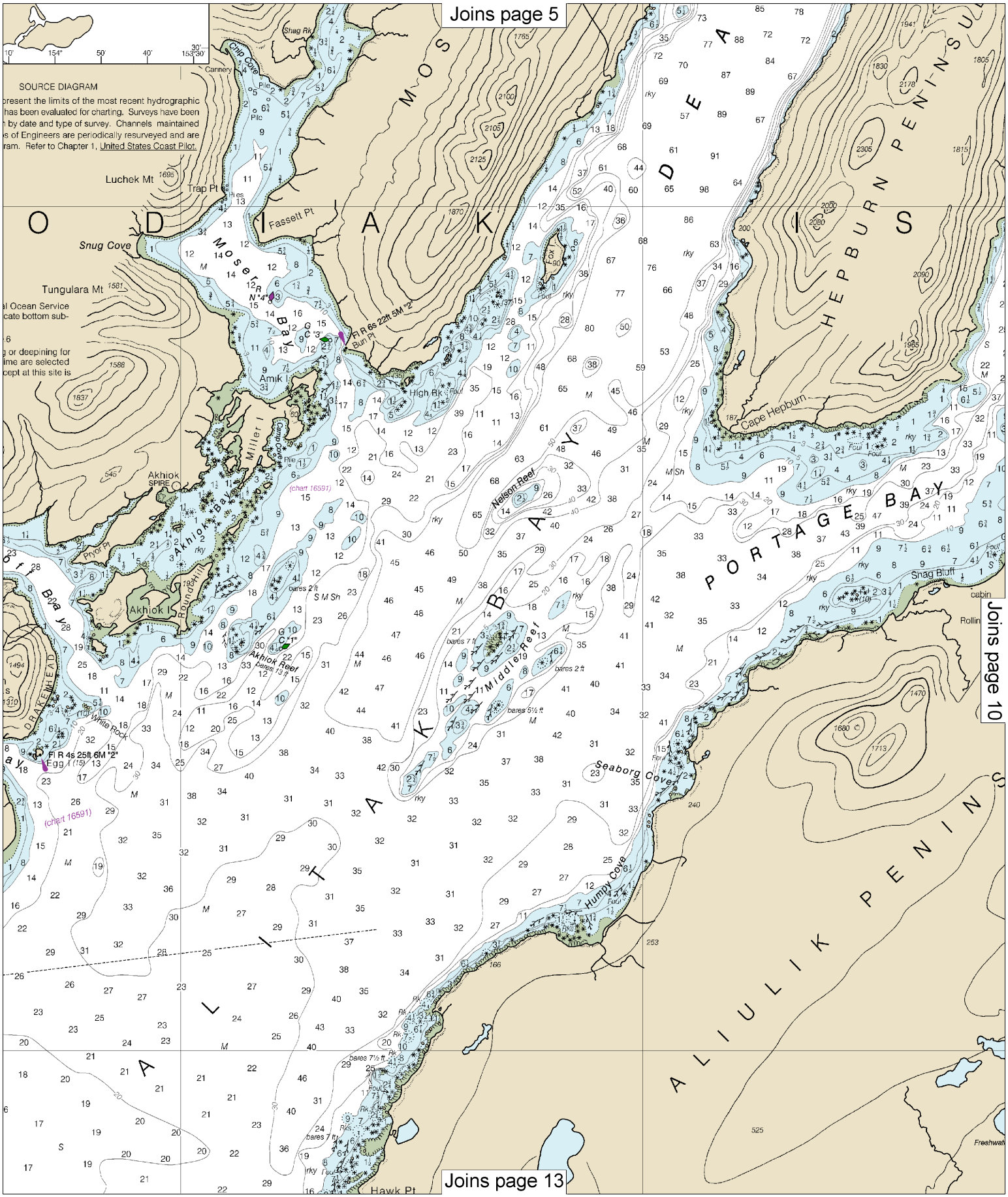
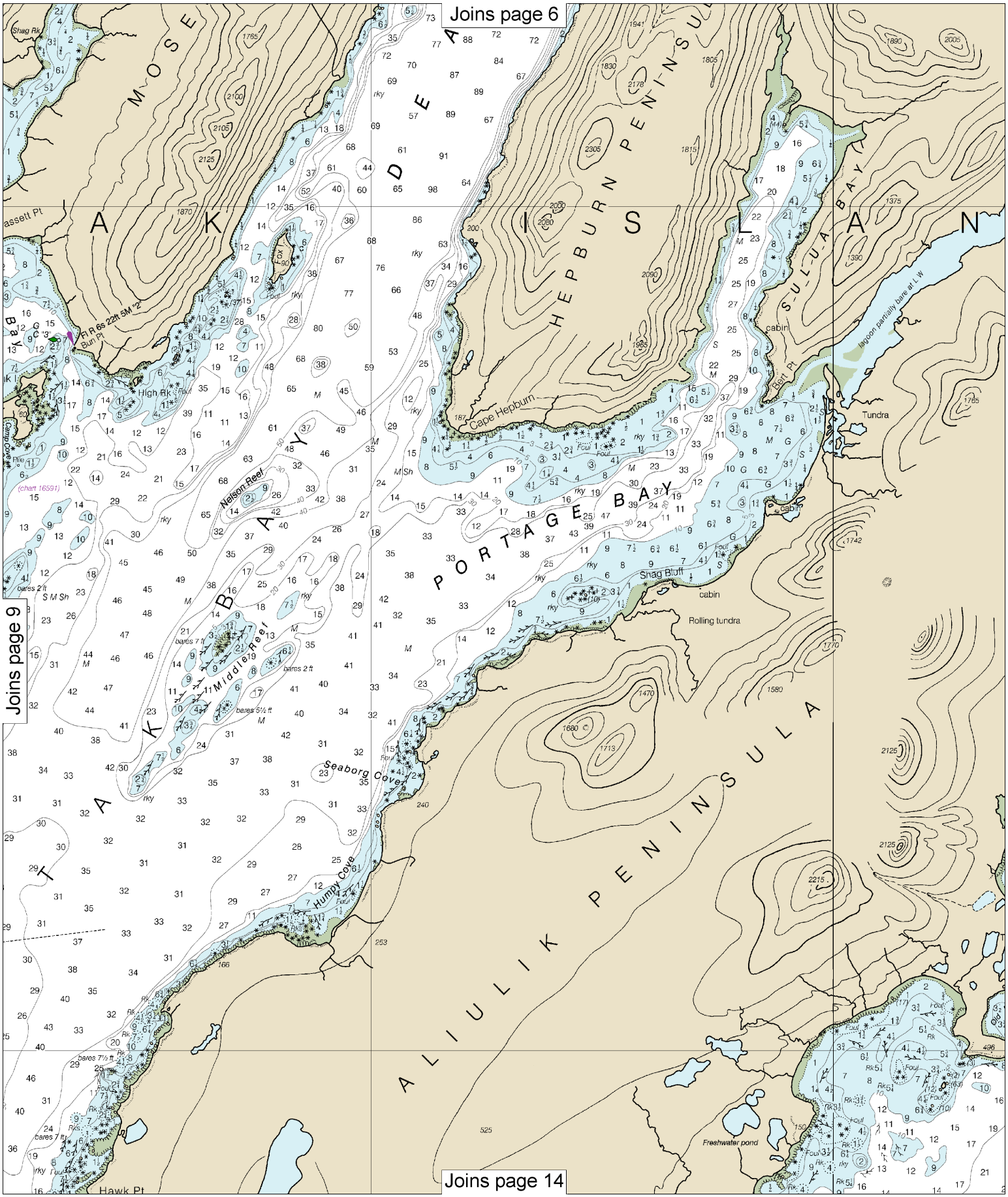
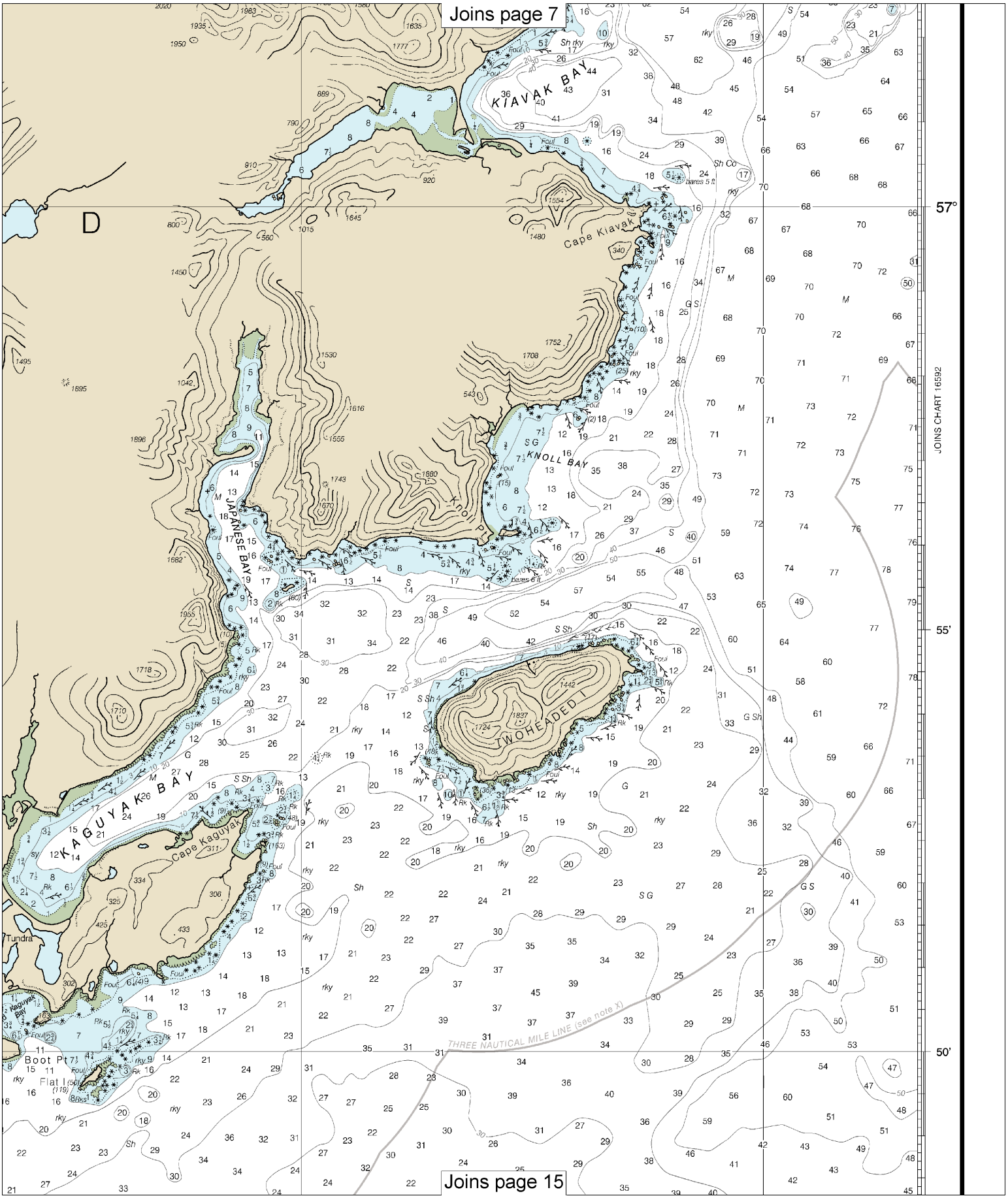
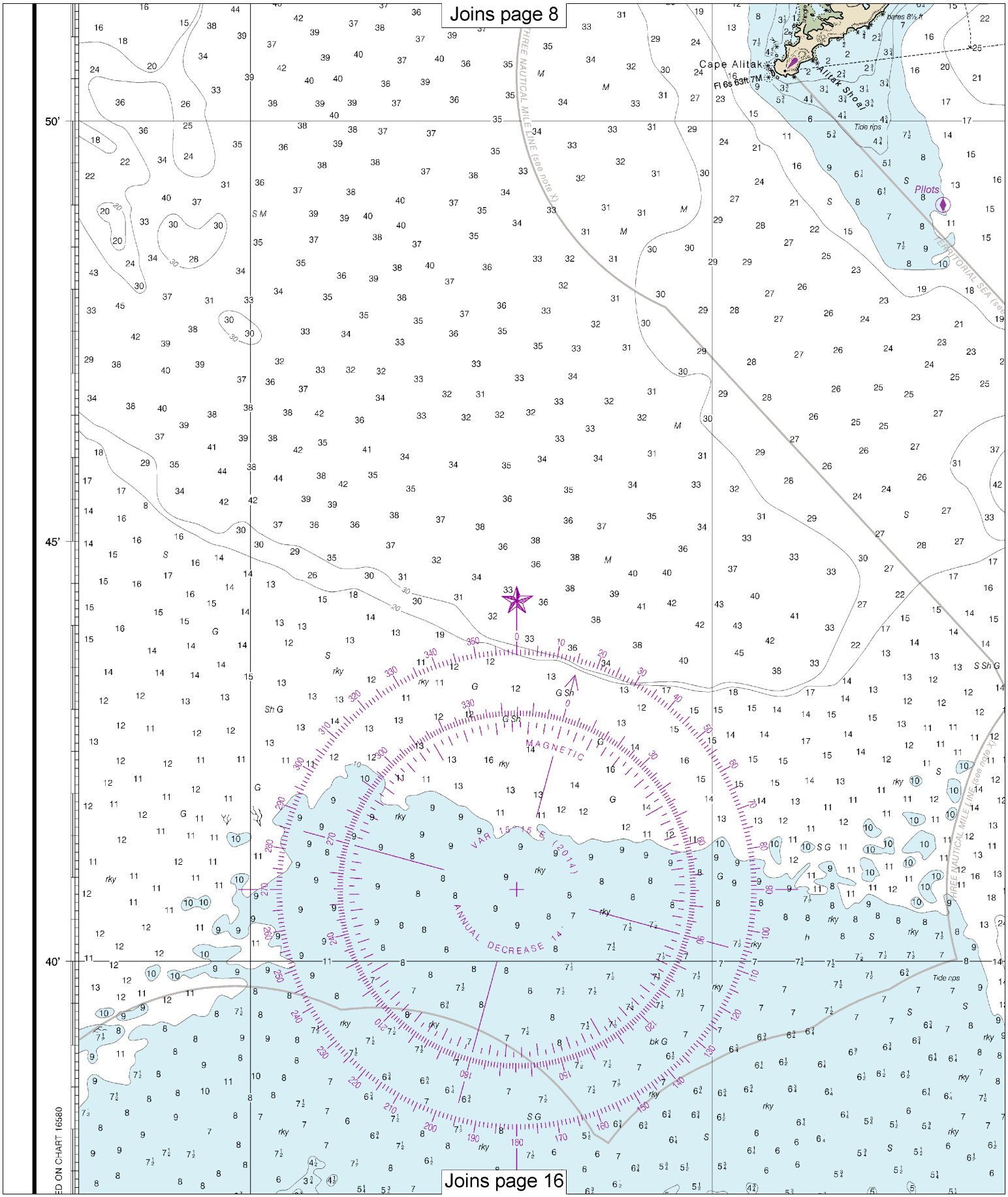
Note: Chart grid lines are aligned with true north.


Joins page 5
SOURCE DIAGRAM
Chip Cove
Shag Rk
Cannery
Luchek Mt
Trap Pt
Fassett Pt
Snug Cove
Tungulara Mt
Moser Bay
Amik I
Fl R 6s 22ft 5M "2"
Bun Pt
High Rk
Cape Hepburn
Nelson Reef
Akhiok
SPIRE
Miller I
Camp Cove
Akhiok Bay
Pryor Pt
Akhiok I
Round Hill
Akhiok Reef
Middle Reef
Snag Bluff
cabin
Rollin
Boa y
DRAKE HEAD
White Rock
Fl R 4s 25ft 6M "2"
Egg I
Seaborg Cove
Humpy Cove
Hawk Pt
Joins page 10
Joins page 13
MOSER BAY
DEAD
HEPBURN PENINSULA
AKHIOK BAY
PORTAGE BAY
AKHIOK
ALITAK PENINSULA



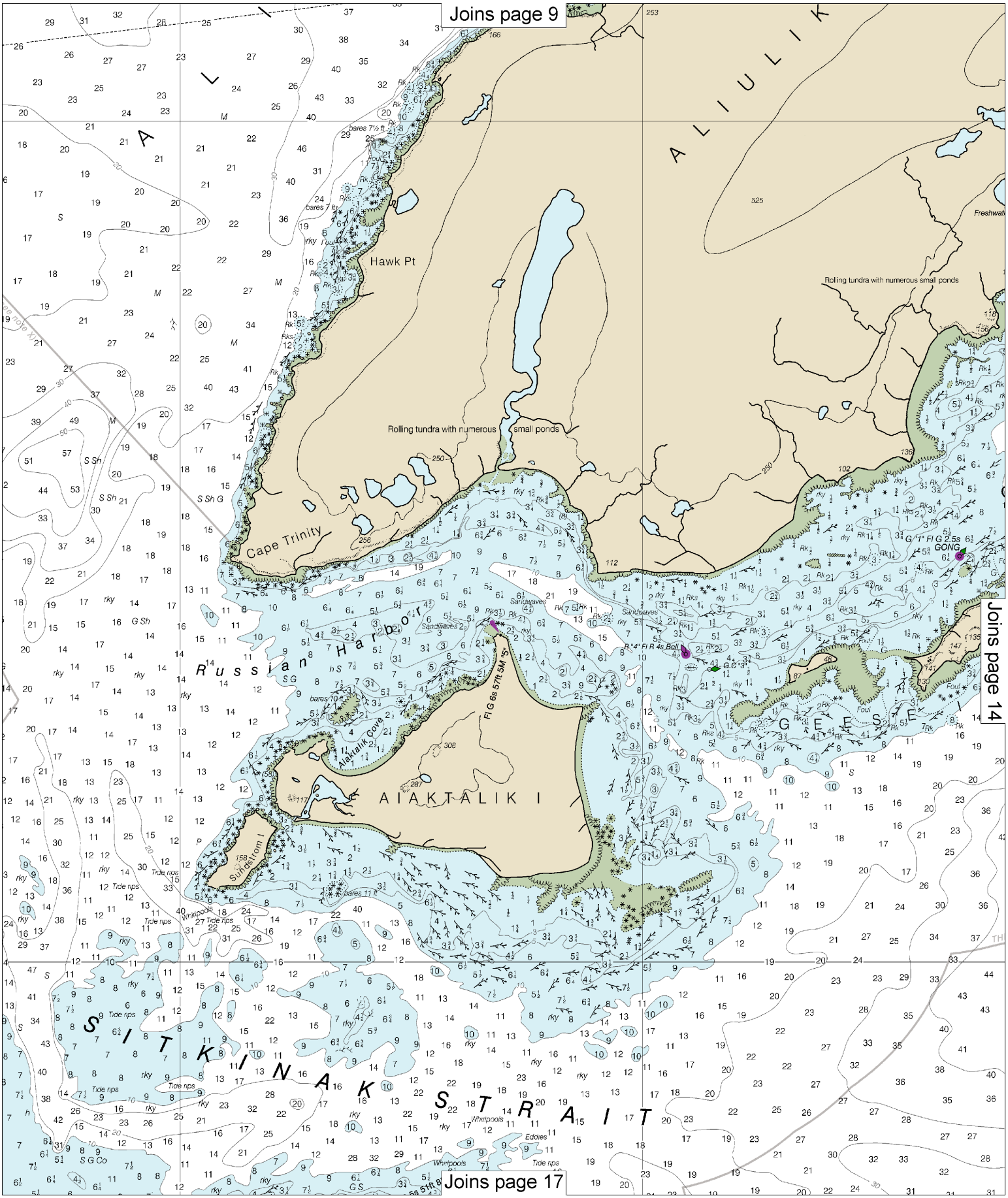
Note: Chart grid lines are aligned with true north.

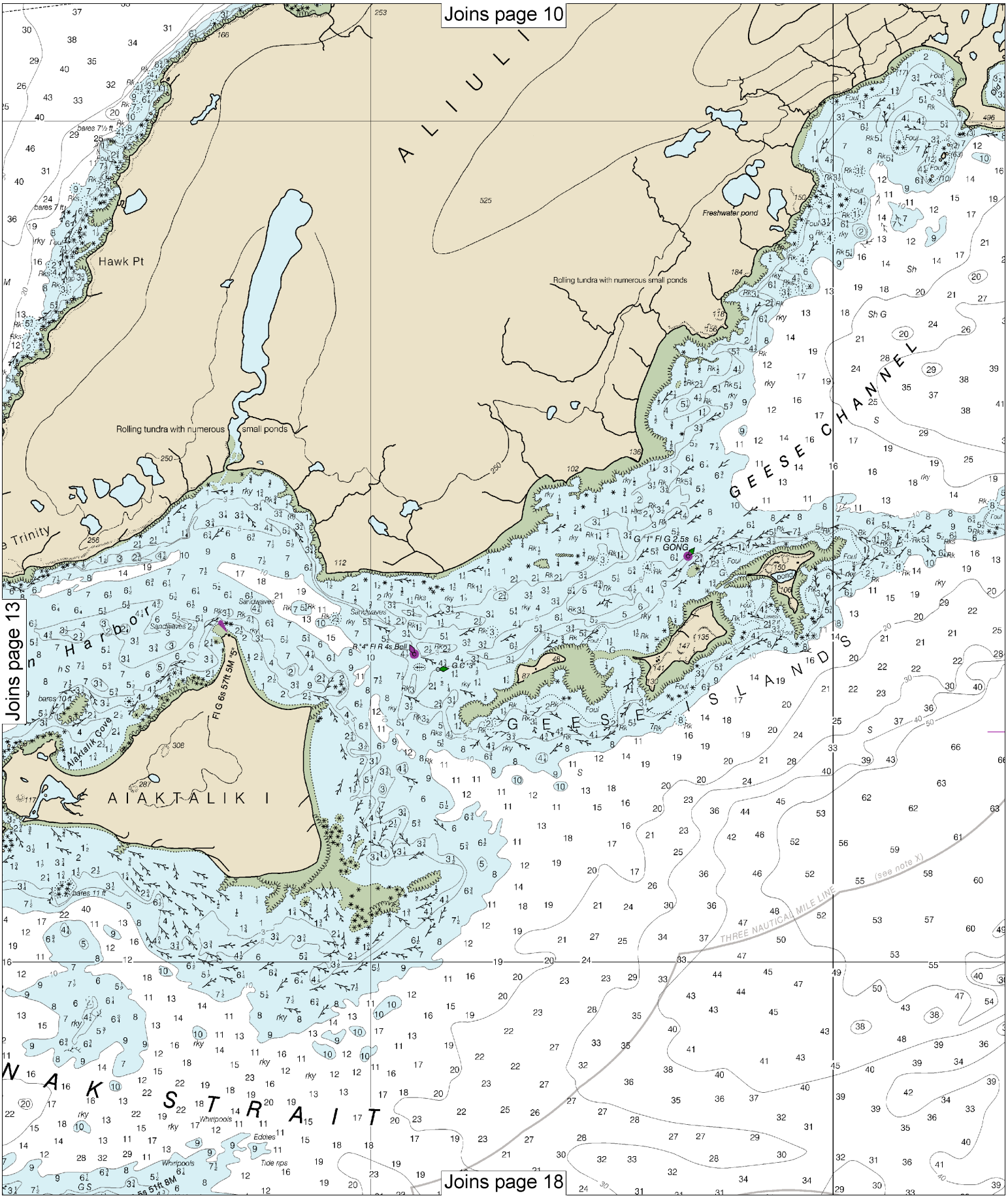

Joins page 7
KIAVAK BAY
Cape Kiavak
KNOLL BAY
JAPANESE BAY
TWOHEADED I
KAGUYAK BAY
Cape Kaguyak
Tundra
Boot Pt
Flat I
THREE NAUTICAL MILE LINE (see note X)
JOINS CHART 16592
57°
55'
50'
Joins page 15



12

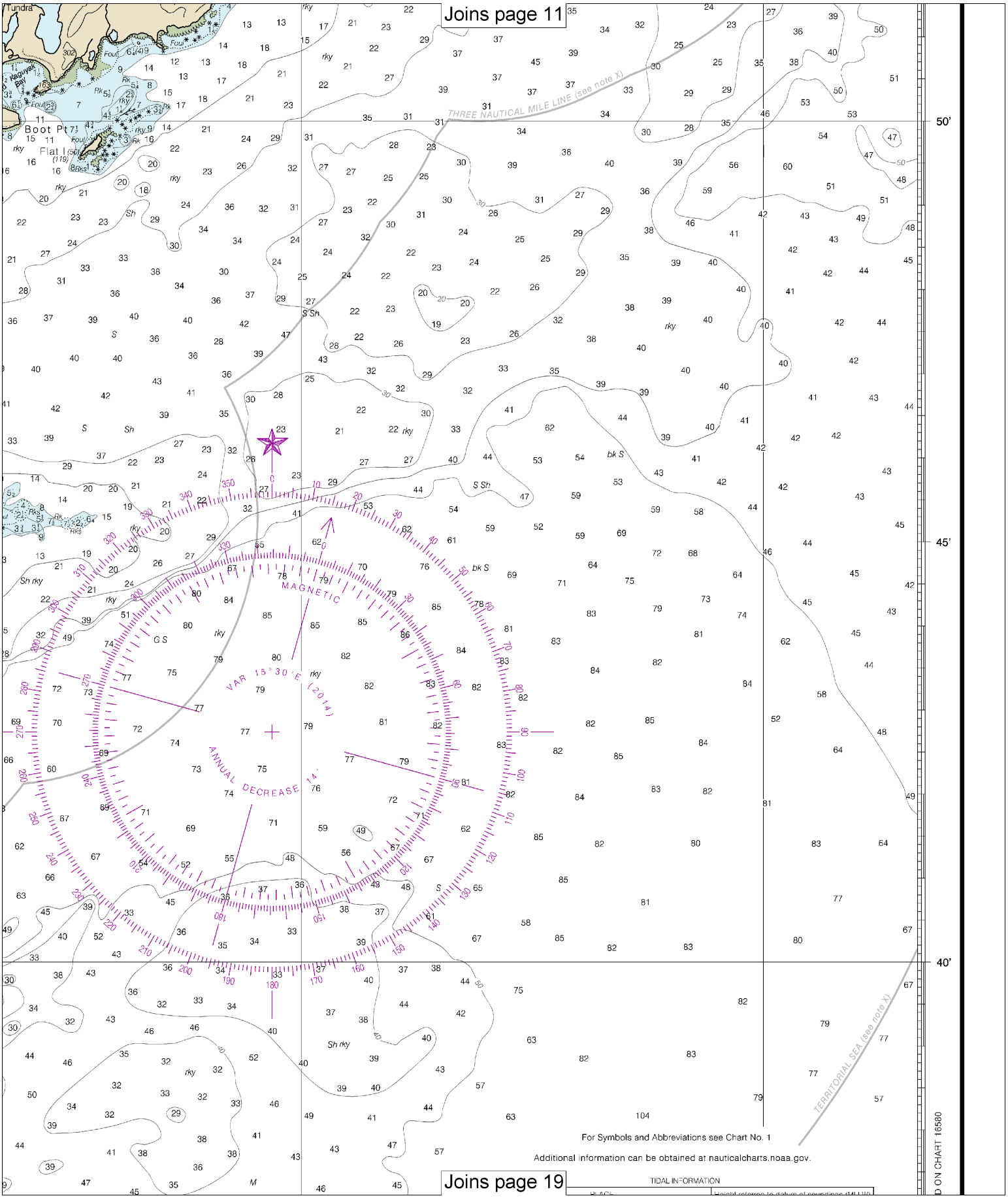
Note: Chart grid lines are aligned with true north.

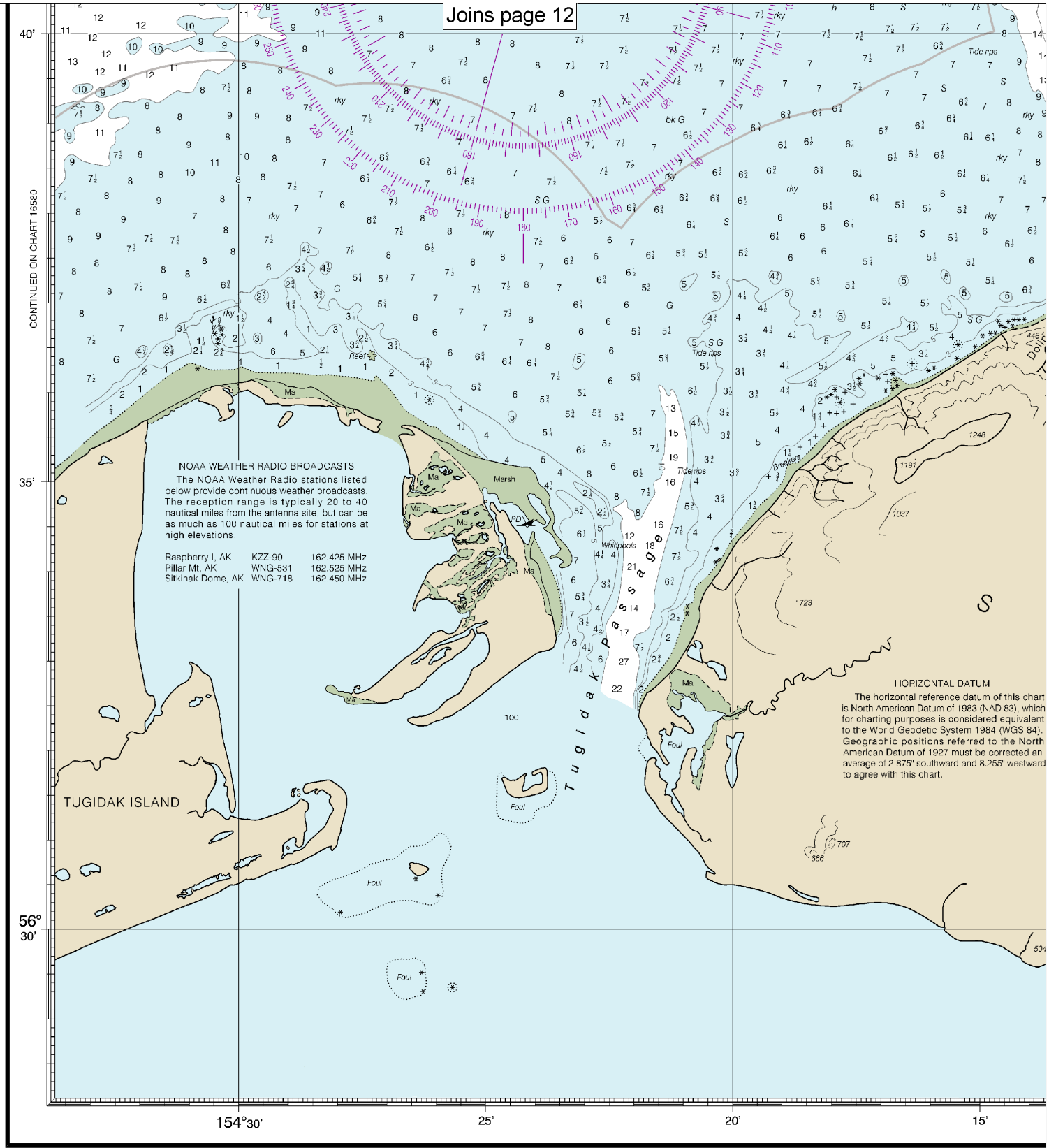

Joins page 9
Joins page 14
Joins page 17
Hawk Pt
Cape Trinity
Rolling tundra with numerous small ponds
Rolling tundra with numerous small ponds
Russian Harbour
Alaktalik Cove
AIAKTALIK I
GEESE I
ALIULIK
SITKINAK STRAIT
Fl G 6s 57ft 5M "S"
R "4" Fl R 4s Bell
G "1" Fl G 2.5s GONG
Sandwaves
Sandwaves
Tide rips
Whirlpools
Eddies
bares 7 ft
bares 11 ft
Sunderstrom I



14

Note: Chart grid lines are aligned with true north.


Joins page 11
Tundra
Boot Pt
Flat I
THREE NAUTICAL MILE LINE (see note X)
50'
45'
40'
MAGNETIC
VAR 15° 30' E (2014)
ANNUAL DECREASE 14'
TERRITORIAL SEA (see note X)
For Symbols and Abbreviations see Chart No. 1
Additional information can be obtained at nauticalcharts.noaa.gov.
Joins page 19
TIDAL INFORMATION
D ON CHART 16580



CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

16590

12th Ed., Sep. 2014. Last Correction: 12/7/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

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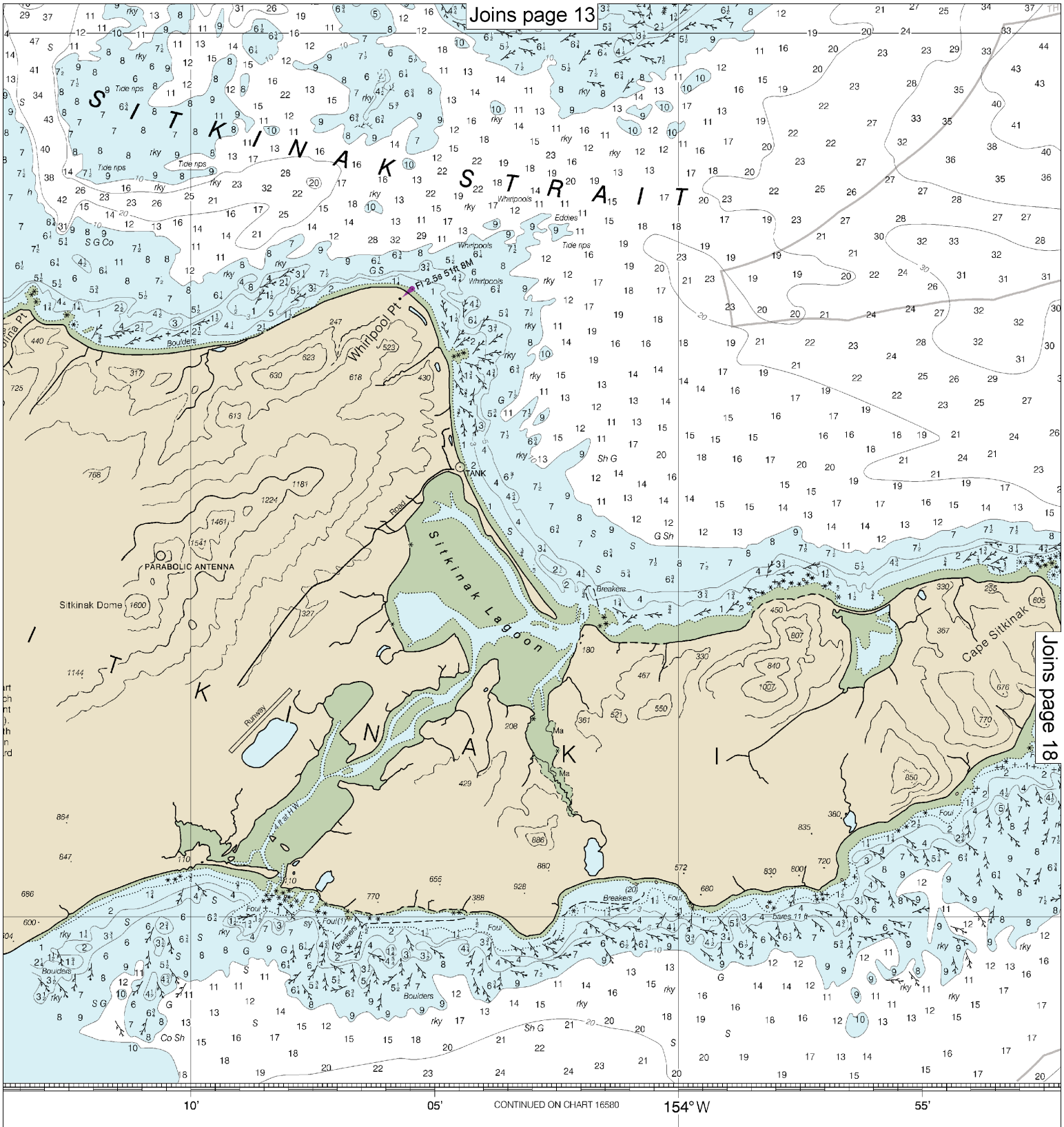
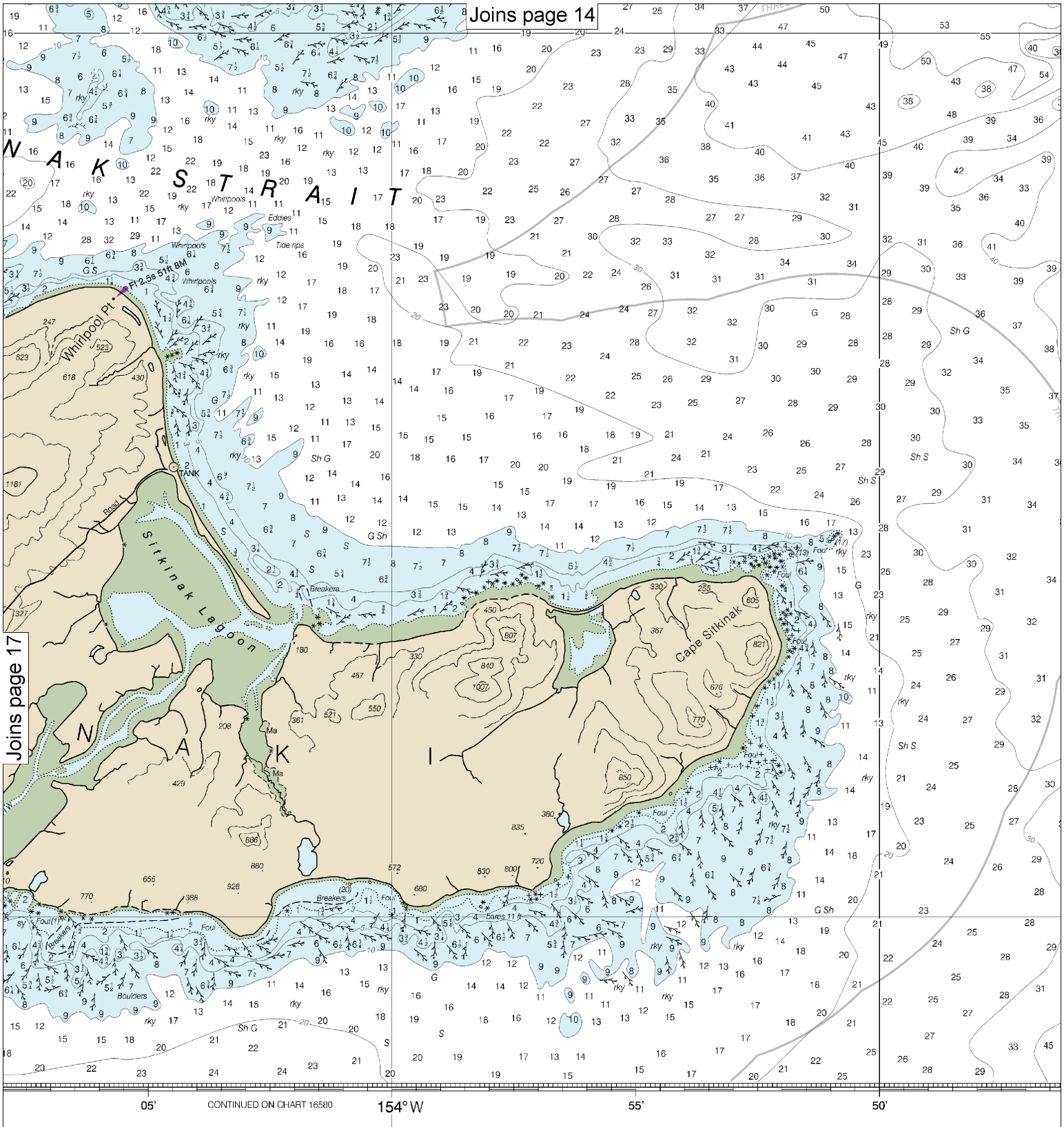


SOUNDINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

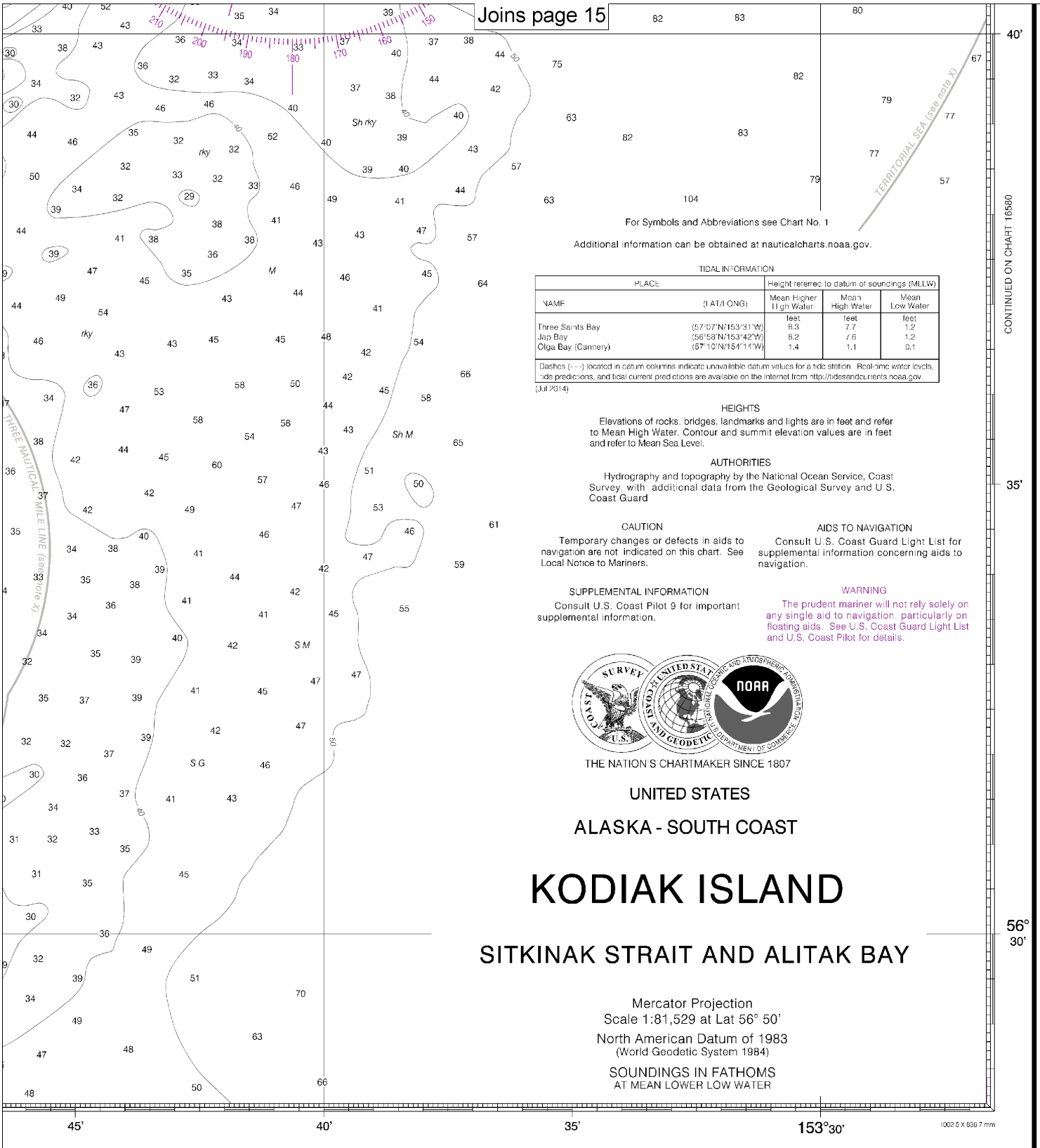


N FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1 2
FEET	6 12
METERS	1 2 3 4

Note: Chart grid lines are aligned with true north.



For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Three Saints Bay	(57°07'N/153°31'W)	8.3	7.7	1.2
Jap Bay	(56°58'N/153°42'W)	8.2	7.6	1.2
Olga Bay (Cannery)	(57°10'N/154°14'W)	1.4	1.1	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jul 2014)

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey and U.S. Coast Guard

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

KODIAK ISLAND

SITKINAK STRAIT AND ALITAK BAY

Mercator Projection
Scale 1:81,529 at Lat 56° 50'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

1002.5 X 839.7 mm

Sitkinak Strait and Alitak Bay
SOUNDINGS IN FATHOMS - SCALE 1:81,529

16590

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker